

# Federal Legislation Update

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- 1) Water Resources Development Act
- 2) Surface Transportation Reauthorization Legislation
- 3) Appropriations Legislation



# Water Resources Development Act of 2020 (House) and America's Water Infrastructure Act of 2020 (Senate)

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## House Bill

- Unlocks additional funds from the existing balance (\$10b) in the Harbor Maintenance Trust Fund (HMTF)
- Prioritizes construction of the Navigation and Ecosystem Sustainability Program (NESP) for the Upper Mississippi River
- Reduces Cost Share - 65% GF/35% IWTF
  - sunsets at end of FY' 27

## Senate Bill

- Authorizes \$17 billion in funding for authorized projects
- Reduces cost share – 65% GF/35% IWTF (From 50/50)
  - No sunset
- Sets 2-year goal to complete feasibility studies
  - Authorizes Great Lakes Flood Protection study
- Sets a 75/25% cost share for any Brandon Road projects



# America's Transportation Infrastructure Act of 2019 (Senate)

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## Highlights

- Addresses roads and bridges only
- Provides \$287 billion in contract authority for the Federal-Aid Highway Program for FY 2021-2025
  - \$249 billion for formula programs (roughly 90%, down from over 91% in FAST Act)
  - Additional \$7 billion from general fund bringing topline total to \$294 billion
  - 27% increase over FAST Act
  - \$32 billion less (10%) than House Bill
- Creates new competitive bridge program (funded at \$6 billion over five years) and increases INFRA grant funding to \$1.1 billion/year
- Would codify many elements of the "One Federal Decision" policy
- New formula and discretionary programs aimed at resiliency and climate adaptation



# H.R. 2 – Moving Forward Act

(Formerly the INVEST in America Act)

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## Funding Highlights

- \$1.5 trillion bill that Includes funding for 5-year reauthorization as well as funding for clean water and energy projects, broadband, ports and airports, public schools, public housing and hospitals
- Transportation reauthorization authorizes \$494 billion for FY 2021-2025
  - \$319 billion for the Federal Highway Administration
  - \$105 billion for the Federal Transit Administration
  - \$60 billion for the Federal Railroad Administration, including \$29 billion for Amtrak
- FY 21 would essentially be a CR of FAST Act (Division A)
  - Includes additional \$15+ billion in COVID-19 relief funding (General Funds)
  - 100% Federal match
  - Money can be used for operating expenses
- Increases funding for surface transportation programs by 62 percent over FAST Act



# H.R. 2 – Moving Forward Act (Cont.)

## Funding Highlights (Cont.)

- Large increase in CRISI funding (\$7 billion over 5 years)
- \$10 billion for Projects of National and Regional Significance program (formerly INFRA)
- 20 New Programs, including:
  - Railroad grade-crossing program, Local infrastructure discretionary, gridlock reduction, rural infrastructure program and truck parking program
  - ½ of Gridlock reduction funds (\$250 million) set aside for freight grants
- Increases off-system bridge set-aside to over \$1 billion/yr
- Funds the Capital Investments Program at \$21.51 billion for FY 21-25
  - Includes an additional \$958 million on top of the authorized \$2.3 billion for FY 21
  - FY 21 obligations would be 100% match
- \$10 billion for the U.S. Army Corps of Engineers for authorized water resource projects

## Policy Highlights

- Prioritizes state of good repair over capacity increases
- Climate Focus
  - Establishes new greenhouse gas emissions performance measure
- Yardmasters subject to hours of service requirements
- Requires FMCSA review of Hours of Service (HOS) rule
- Strengthens override guard standards for heavy trucks, creates advisory committee
- Authorizes formula funding study



# H.R. 2 – Moving Forward Act (Cont.)

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## Freight specific policy highlights

- Makes freight formula program fully multi-modal
- Allows states to designate additional rural and urban freight corridors
- Prohibits the transport of LNG by rail
- 2-crew freight train requirement (with minimal exemptions)
- Revises the National Multimodal Freight Policy, the National Strategic Freight Plan, and the requirements for State Freight Plans to include further consideration of environmental and equity impacts.
- Establishes a new deadline for the Secretary to designate a final National Multimodal Freight Network
- Establishes a joint task force between the Department of Transportation and the Internal Revenue Service to study the establishment and administration of a fee on multimodal freight surface transportation services



# Transportation Appropriations Bill (House only)

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- Fully funds INVEST Act
- Provides a total of \$107.2 billion in budgetary resources for DOT – an increase of \$21.1 billion above the FY 2020 enacted level, including:
  - \$1 billion for BUILD
  - \$500 million for CRISI
  - \$2.2 billion for Capital Investments Grants Program
  - \$300 million for the Port Infrastructure Development Program
- Covid Relief - Provides an **additional** \$26 billion for the Department of Transportation for various programs including:
  - \$3 billion for Build
  - \$5 billion for CRISI
  - \$5 billion in Capital Investments Grant Program
  - \$1 billion for Port Infrastructure Development Program



Questions?

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